(a) whether due cognizance of case Nos. (xxxii) and (xxxvi) as reported at pages 56 and 59 of the Central Vigilance Commission Report for 1984 has been taken; and

(b) what steps have been taken to check delaying tactics adopted by the Railway authorities so that advice of the Central Vigilance Commission is given due importance?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRIMADHAVRAO SCINDIA): (a) Yes, Sir.

(b) No delaying tactics are adopted by the Department of Railways in implementing the advice of Central Vigilance Commission. In fact, a regular review of all CVC cases is made at different levels to ensure that their advice is implemented as quickly as possible. In almost all cases, the advice of Central Vigilence Commission is acted upon. Only in rare and exceptional cases, is the advice of Central Vigilance Commission to initiate disciplinary proceedings not followed. Present cases on paragraph (xxxii) of Central Vigilance Commission Report of 1984, is one such exceptional instance. In cases, where Central Vigilance Commission's advice is not followed, detailed reasons for disagreement are furnished to Central Vigilance Commission, and approval of Department of Personnel and Training is invariably sought.

Consumption of high speed diesel by Railways

2396. SHRI T. CHANDRASEKHAR REDDY: Will the Minister of TRANSPORT be pleased to state:

(a) the among of high speed diesel consumed by the Railways during the last three years;

(b) the amount of high speed diesel imported during the said period alongwith the foreign exchange spent thereon exclusively for Railways; and

(c) to what extent there will be economy in the consumption of diesel as a result of electrification of projects during the next three years?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHARAO SCINDIA): (a) The estimated amount of high speed diesel consumed be the Railways during the last three years is indicated below:—

Year	Quantity in Kilolitres
1982-83 . . .	1239432
1983-84 . . .	1326440
1984-85 . . .	1378730

(b) Railways do not import any high speed diesel oil but procure it through Director General of supplies and Disposals from existing Oil Companies in India. Payment for such purchases is made by Railways only in Indian currency.

(c) No overall reduction in the consumption of high speed diesel oil by the Railways is anticipated due to electrification projects during the next three years as the diesel locomotives released from electrified routes as well as additional new diesel locos will be utilised for progressive dieselisation of steam services and anticipated additional traffic.

Allotment of stalls at Railway station

2397. DR. BAPU KALDATE: Will the Minister of TRANSPORT be pleased to state:

(a) whether Government's attention has been drawn to a news-item published in the Nav Bharat Times of the 25th October, 1985 regarding issue of railway stall to a son of a Cabinet Minister;

(b) if so, what are the details thereof;

(c) what are the rules for the allotment of stalls at railway stations;

(d) whether any complaints of irregularities have been received during the past one year; and

(e) if so, what are the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir.

(b) It relates to allotment of tea stall a Dadar Railway Station.

(c) The procedure for allotment of stalls by Zonal Railways require applications to be invited through press notifications. Such applications are scrutinized on the Zonal Railways and after approval of the competent authority the allotment is made.

(d) and (e) Information is being collected and will be laid on the Table of the Sabha.

Allotment of bookstalls to unemployed graduates

2398. SHRI (MOLANA) ASRARUL HAQ:

SHRI PRITHIBI MAJHI:

Will the Minister of TRANSPORT be pleased to state :

(a) whether Government have been encouraging Zonal Railways for regular allotment of bookstalls/Countertables/trollies to A.H. Wheeler & Co. only since 1960;

(b) whether it is a fact that they held 260 such stalls in the year 1961 which increased to 394 stalls and unlimited number of small stalls and trollies till the year 1984; and

(c) whether there is any proposal to allot bookstalls to unemployed graduates on these stations where A.H. Wheeler & Co. are holding bookstalls except new platforms according to the policy of Government?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) to (c) Prior to 1960, M|s. A.H. Wheeler & Co. had exclusive rights for running bookstalls over an entire Railway or over large areas of a Railway. This resulted in monopoly rights of the Company to open bookstalls and to sell books, periodicals etc. over an entire Railway or over any area. Bookstalls could, therefore, not be licensed to other contractors even at stations where M|s. A.H. Wheeler & Co. were not having bookstalls. The matter was examined in 1960 and the exclusive rights over an entire Railway or a major part thereof was reduced to only 'Sole right' at a station where they were holding contract of bookstalls. These 'Sole selling rights' have further been modified from time to time to accommodate other Bookstall contractors, especially Unemployed Graduates. At present, M|s. A.H. Wheeler & Co. (P) Ltd. have the sole selling rights on the platforms of the stations where they are holding bookstalls, including the platforms replaced due to conversion of gauge. All additional platforms constructed on or after 1-1-76 (except those constructed in replacement of the existing platforms due to gauge conversion) are available for allotment to eligible categories including unemployed graduates. As on 30-6-1962, M/s. A. H. Wheeler & Co. held 330 bookstalls and at present they are holding 391 Nos. of bookstalls.

Additional mobilisation of resources by Railways

2399. DR. BAPU KALDATE: Will the Minister of TRANSPORT be pleased to state:

(a) whether Government have made any efforts to mobilise additional resources for Rs. 5736 crores approximately for achieving a return of 10 per cent on the capital;